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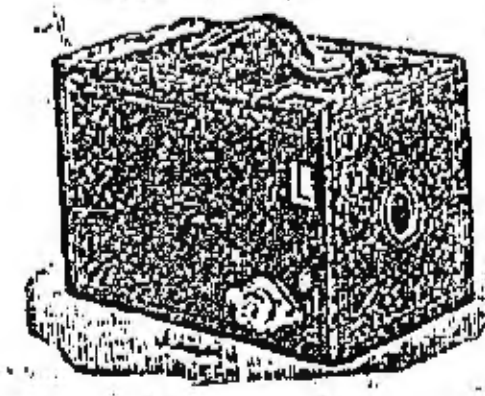
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[31]

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Correspondents must forward their names and all articles with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous signed communications that have already appeared in other papers will be inserted.
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BIRTH.
On the 25th August, at Kuling, the wife of WILLIAM KELLY, of a son.

MARRIAGES.
On the 3rd August, at St. Joseph's Cathedral, Shanghai, by the Rev. Father Kennedy, Edward, only son of the late Captain SAWYER, LORD, to MARY ANN REPPERT, of Austria. Nagasaki papers, please copy.

On the 6th September, at St. John's Pro-Cathedral, Shanghai, by the Ven. Rev. Archdeacon Thomson, the Rev. ROBERT C. WILSON, of Bethel, Vermont, to SARAH TAYLOR REPPERT, second daughter of the late JOHN REPPERT, of South Carolina.

On the 1st August, at War (England), Lydia, widow of Right Rev. G. SATON, D.D., first Bishop of Victoria, Hongkong, aged 55 years.

The Daily Press.

HONGKONG OFFICE: 14, DE VOUX ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, SEPTEMBER 15TH, 1904.

WHATEVER be the military results of the Russo-Japanese war, it is certain that they will end in a diplomatic campaign, only equalled in intensity by the international struggle which followed the final defeat of NAPOLEON at the battle of Waterloo. The whole of Europe in fact is laying itself out for the battle of the diplomatists; and indications are not wanting that it is one which will need the entire devotion of our ablest sons. A feather shows how the wind blows, and one of two of these feathers are already in the air. One of these is not inaptly heard of from Peking. The position of France in face of the ever-recurring missionary question is a case in point. While modern France has at home been endeavouring to free itself from its traditional dependence on the ultramontane section of the Church at Rome, abroad she has ever been, mainly for political purposes, the staunchest supporter of the ultramontane element. The policy here is of no recent growth, but has been traditional ever since Crovis availed himself of the good offices of the Church to complete his victory over the Gothic Kingdoms, and her greatest kings and statesmen have ever since followed in his steps, and up till the recent differences

with the Vatican it has continued the ruling policy of the Republic. Some quarter of a century ago China made efforts to deal with the Vatican direct, but as at the time such a solution did not comport with the views and immediate interests of either Rome or France, the attempt was hopeless from its very beginning. The idea of Pekinese statesmen, that they could obtain better terms by dealing with the Vatican direct than through the medium of France, has all the while lain dormant, and has never been really extinguished, and the reason to believe that Germany was more or less concerned in keeping it alive. It need therefore excite little surprise that in view of the unfriendly feeling just now existing between France and the Pope the idea has been once more revived. It is hardly likely that it will be more successful than before, but the very fact that it has been broached may lead the statesmen who now preside over French interests to reconsider the difficulties of the case, and propose themselves some modifications in their relations with the Vatican.

Then again a new modification, said to have been suggested from India, has been proposed in the relations of the Indian Government with the further East. The new scheme suggests that Burma should be parted from India, and formed into another great dependency to include the present Straits Settlements and the dependent Native States. Why it should be brought forward at the present moment is not very clear, nor why it should have ostensibly come from India. It is of course quite feasible that Lord Curzon should desire some alleviation of the awful weight of responsibility at present resting on the shoulders of the Indian Viceroyalty; but then, on the other hand, Burma has at times afforded financial relief to India when the latter has been taxed beyond her strength by some unexpected crisis, as in the late

famines. India and Burma have had a tendency to oscillate; evil times in one have been concurrent with surpluses in the other, and the balance has thus been kept remarkably steady, without overhauling either. The more probable reason of the suggested radical change is the increasing importance from an Imperial standpoint of the Pacific Ocean; and the scheme undoubtedly points to some more definite annihilation of Imperial interests than is practical under the present system. Then again, Germany has been recently displaying more anxiety regarding her position, and is certainly making strenuous efforts to extend her influence in Shantung, and to carry it across the peninsula to the coast of the Gulf of Pechili. This shows itself in ways apparently petty, as in the refusal of the German Consul at Chefoo, doubtless acting under superior instructions, to join in a harmless scheme for the creation of an international settlement on the model of Shanghai, as also in details connected with the working of the railway to Tsinan, in marked contrast with the system prevailing on the Imperial Railways in Chihli.

Russian policy as exhibited through her representative at Peking does not materially differ from what it has ever been. It consists, as before the war, of seeking to pose as the disinterested friend of China, and seeking to widen such rifts in the councils of the other Powers as must of necessity display themselves. The old game of the Friend of China has been pretty well exposed by recent affairs. On pretence of guarding the interests of the "Friend" Russia succeeded in exploiting the pockets of her trusting dupes, but her ability to help has vanished with the exposures of the campaign. China would be a fool not to see the moral; and probably even the Empress Dowager, who looked to Russia to support her with material aid in carrying out her revolutionary policy, is pretty well convinced of her inability to render her any tangible help.

Looking across the Pacific, the States are under their momentary quarrelsome paralysis, and though the indications are all in favour of her recent more active policy being resumed, probably with increased vim, at the moment nothing is apparent on the surface. One thing is, however, missing. Our own Government has as yet scarcely risen to the comprehension of how intimately the interests of our great colonies of Canada and Australia are concerned in the solution of the problem. Fortunately our greatest statesmen of the day are intimately connected with our Imperial as distinct from our merely European interests; it is surely a time when we should seek to draw closer the links which bind us to our great dependencies.

Yesterday's plagues report: nil.

The Chinese gunboat *Kwang Kua* arrived from Fu-mun yesterday.

Correspondence: Two letters to the Press will be found on page 5.

The notorious Chang Pei-lun, son-in-law of Li Hung-chang, is dead.

The Japanese have been distributing relief to the Chinese round Hanchow.

The China Medal with clasp for the relief of Peking has been presented to Mr. A. W. Harvey Bellingham.

The English and German Mail of the 13th and 17th August was delivered in London on the 12th inst.

Telegraphic information was received in Shanghai on the 5th instant of the death at Hankow of Mr. R. Rorden, Upper Yangtze pilot.

A Chinaman in the witness box was yesterday ordered by Mr. Wolfe to desist from himself, and to learn manners. The youth was arrogant in bearing.

The M. M. s.s. *Australien*, from Marseilles via Saigon yesterday, reports having passed the wreck of the *Tamise*, sunk on Three Kings Reef near Nhye Sang.

The Rt. Rev. Piazzi, Roman Catholic Bishop of Hongkong, broke his journey to Italy at Colombo, owing to poor health. He was visited by Sir Henry Blake.

Hsiehien is anxiously awaiting the glass works which have been promised by the agents to the company promoted by the Nanking Viceroy and certain Shanghai leaders.

The committee of Victoria Recreation Club are discussing the matter of encouraging yachting. They propose that any members desirous of taking part in this sport should order small one-design sailing-boats, costing from \$200 to \$250 each.

This little shot, by a Japanese, is unkind, but excusable. "Some of the Japanese papers express their admiration of the manner in which the Russians are conducting their retreat, a manoeuvre of which the Japanese have no experience."

A telegram from Newchwang reports a collision that occurred on the 6th instant between the steamer *Yatsu Maru* and the gunboat *Atago* at Newchwang. The *Yatsu Maru* sank at 2.30 p.m. in front of the Eastern Customs. The total loss is estimated at a hundred thousand yen.

The British s.s. *Elmer* (Capt. McLeod), 2,322 tons net register, which left New York on the 3rd July, arrived at Wonsung on the 3rd instant. She was lightened at Wonsung, but, being trimmed fine to pass the bar with only about an inch to spare, lost steering control, and in attempting to come up river on the 5th went ashore off Pleasant Point.

Nagasaki put on its gala dress on the 5th instant, to celebrate the Japanese successes at Liaoyang. Almost every native house was decorated with the national flag and large lanterns showing the national emblem. Most of the large buildings were elaborately decorated, and in the foreign settlement many of the private residences revealed the sympathy of the inhabitants with Japan.

In response to their representations on behalf of the captives, officers and seamen of British vessels either sunk or seized by Russian ships of war, the Merchant Service Guild has just received a communication from the Foreign Office stating that His Majesty's Government is fully aware of the position in which the officers and crews of such vessels are placed, and that they are endeavouring to ensure them all proper protection.

Sergeant Morris, of the Royal Garrison Artillery, Hongkong, is returning from leave by the next English Mail. He was to have married in May last Miss Gorham, late of Hongkong, but since the latter's arrival in England she has been in the Royal Hospital, Southampton, where she has undergone a critical operation. The wedding has therefore had to be postponed. According to latest news, Miss Gorham is now well on the road to recovery.

Telegraphing Tokyo on the 5th instant, the N.C. Daily News correspondent says: The official estimates of the rice crop forecast an extraordinary harvest exceeding fifty million *koku* (250,000,000 bushels), twenty per cent. above the average, and breaking the record in the memory of the oldest inhabitant. There will be no necessity to import rice, thus making the balance of trade favourable. The yields of barley, tea, and cocoons are also excellent.

The Shanghai police looked up an American sailor who had a loaded revolver, and seemed drunk. Constable Goodnow, having tried the case, confiscated the revolver; and as the Court rose, he said to the English constable Gokhard: "As you have succeeded so well in preventing any possible disturbance on the part of the accused, who has been in trouble before, I have much pleasure in presenting you with the revolver with my compliments."

Many Parades met yesterday morning at the Parsee Club premises. The "Japan" ceremony of "Naoro" (new year) was performed by the Parsee "Dastoor" (priest), Sorab Jamsajee. After the religious prayer and "Hama" ceremony, the crowd dispersed. King Yezadeh, the last of the Parsee Kings came to the throne of Persia 1,274 years ago today. Many of the Parsees closed their business premises at noon. [Continued.]

At the Supreme Court yesterday, in summary jurisdiction, J. B. Barker, staying at Thomas Hotel, was sued by Casam Amed for \$37, money due for clothes supplied. His Honour T. Sercombe Smith, the Puisne Judge, gave judgment for the plaintiff with costs.

American, Danish, Dutch, English, French, German, Irish, Japanese, Scotch, and Swiss teams (of four men each) are expected to compete in an international walking match at Shanghai on Sunday, the 16th October next. If fairly represented, the Japanese are our "selection."

An extraordinary general meeting of the Hongkong Steam Water Road Co., Ltd., is called for the 22nd inst., to consider, and if thought desirable, to pass certain resolutions relevant to the acquisition of Messrs. Lane, Crawford & Co.'s water supply business. Full particulars appear on another page.

The Chinese soldiers mused outside the old city of Yungkingfa have devised a somewhat unusual scheme for directing people to the camp. Along the road that runs from the East gate of the city, on the walls of various temples and compounds, they have painted the figure of a foreign soldier. It is curious to meet a native painting of a German or Japanese soldier standing to the salute, in a district so generally free from the actual presence of foreigners, other than missionaries.

Here is a paragraph from the leading paper in Natal:—"I have decided to award a Cake of Blacking to the Editor of the *Tickey Tackash* for his princely impartiality in the distribution of thinly-veiled abuse. Why, ah, why, in these days of Women's Rights, should we uphold old-fashioned and obsolete notions of gentleness? If the Editor of the said *Tickey Tackash* will call at this office, he may become acquainted not only with the said Cake, but with the host to which it naturally appertains."

By kind permission of Lieut.-Col. Fremonger and officers the band of the 93rd Burma Infantry will play this programme at the Kowloon Hotel, during dinner, this evening (weather permitting): March, "The Star of Bobbie Burns," Old Home, Overture, "Moloss," Elliot Selection, "The Ball of New York," Kerkor, Barn Dance, "The Circus Girl," Kierke Selection, "Utopia Limited," Sullivan, Waltz, "Sweet Brian," Lowthian, Galop, "The Cyclists," Kipler.

The marriage of Miss MacEwen, the eldest daughter of Mr. A. P. MacEwen, The Grove, Hollington, and Mr. Sidney Barton, took place at Hollington about the end of July. A large number witnessed the union of the daughter of the popular President of the Hastings and St. Leonard's Conservative Association, and the representative of His Majesty's Consular Service in far-off China. Visitors from China and Japan, says a home paper, quoted by the *Shanghai Daily News*, were among the guests, the bride's father having been associated with the East.

Messages of congratulation, including about 20 telegrams, have been constantly pouring in upon the residence in Tokyo of Admiral Kanimura, who sank the *Rurik* and badly defeated two other Vladivostok raiders on the 14th inst. A postal card written by a woman who lost her son in the *Kinsaku Maru*, expressed her unmixed joy over the avenging success fully achieved by the Admiral. The Emperor has also again addressed the gallant Admiral as to the destruction of the *Nurik*. The Admiral's fortune has certainly turned, remarks the Tokyo correspondent of a Shanghai journal.

The Shanghai Taotai received, on the 8th instant, a petition from a Chinese merchant named Tsing Ming-shien, who represents the owners of a considerable portion of the cargo carried by the *Hoiping* when that vessel was captured by the converted cruiser *Hongkong Maru*, praying that steps be taken to assist the petitioner in requesting the Japanese Government to release his goods, none of which came under the category of contraband of war. The steamer itself having been released, declares the petitioner, his cargo should, therefore, be also returned to him, otherwise the loss he would suffer would be greater than he could possibly bear.

The *Revue de Chine* notes with disapproval an announcement in the *Japan Times* that the Grand Hotel at Yokohama is arranging for a special dinner on the day that Port Arthur is officially reported as captured. This announcement, it says, shows two things. First, that they have never read La Fontaine's fable of the hunter and the bear. Secondly, when Port Arthur falls (if it falls) it will mean the loss of thousands of lives. Blood will have flowed in streams; the screams of the wounded will have been heard; mothers, wives, and sisters will be mourning and lamenting. Is it *l'Echo* compares, to drown the sounds of woe that this Yokohama jubilee must be held?

The case of Boyd v. The American China Development Company, at the U.S. Consular Court at Shanghai, attracting much attention in the northern port. At the last hearing, W. P. Boyd, plaintiff, sworn, said that he had been in Shanghai a little over two years. Before coming here he was United States Shipping Commissioner at Honolulu. Prior to that he was a United States Consular clerk for 15 years. The terms of the contract with the defendants were for five years, at a salary of \$500 gold per month. He had been dismissed, without any fault being found, with 37 months of the agreement yet to run, so that he claimed \$18,500 gold. He had made demands for the money and was refused. He had endeavoured to find suitable employment, but had failed to do so. Judgment (on the 8th instant) was reserved.

In answer to Sir James Fergusson, Mr. Arnold-Forster stated that there were on the 1st of July last 2,035 three years' men (rank-and-file) of cavalry, artillery, and infantry units on the strength of the army in India who had completed two years' service. Of these 1,192 had elected to extend their service, and 843 did not extend their service. On same date there were 10,246 such men on the strength of the army elsewhere than in India, and of these 1,829 had elected to extend their service, and 8,417 did not extend their service.

It is reported from Seoul that an agreement was signed on the 22nd August between the Japanese Representative and the Korean Acting Minister of Foreign Affairs—binding Korea—to consult the Tokyo Government before concluding treaties and granting concessions. The full text of the agreement will be published shortly. This compact virtually establishes Japan's suzerainty over Korea. Despite recent statements made by some foreign correspondents in Seoul, Japan's policy vis-a-vis Korea is now satisfactorily carried out. As for the currency reform, proposed inter alia by the Japanese Minister, Japan will advance Korea a certain sum required for the purpose. [See above.]

TELEGRAMS.

[REUTERS SERVICE.]

ANTARCTIC EXPLORER REWARDED.
LONDON, 12th September.
Commander Scott of the *Discovery* has been promoted to the rank of Captain.

NO HOME RULE FOR PHILIPPINES.
LONDON, 12th September.
President Roosevelt, in accepting his nomination for candidature to the Presidency, justified the foreign policy of the Republic as conducive to peace. He declared that the abandonment of the Philippines would be fraught with disaster.

NON-COMBATANTS SUFFER AT LIAOYANG.
Shantung merchants doing business in Shanghai who have branch agencies in several Manchurian cities have received telegrams from their agents, stating that when the Russians were driven out of Liaoyang many of them took their revenge on inoffensive natives who happened to be in their vicinity, and this coupled with the terrible bombardment of the Japanese artillery caused great destruction of life amongst the population. Several hundred houses have been destroyed, burying under ruins many thousands of unfortunate men, women, and children, while in a number of streets and lanes the bodies of dead natives lie piled up one on top of another, and in some places are breast high. A terrible sight indeed, comments a native writer. It seems that many of the victims were driven out of their dwellings by the bursting of shells within their walls, and when wandering about the streets were shot down or bayoneted.

IMPORTANT JAPAN-COREA AGREEMENT.
Regarding the appointment of foreign financial and diplomatic advisors to the Korean Court, negotiations took place between the Japanese Envoy in Seoul and the Korean Ministers of Foreign Affairs and Finance on the 10th inst., when the following terms were agreed upon and signed:—

1. The Korean Government shall engage a Japanese suggested by the Japanese Government as financial advisor and all financial affairs shall be executed after consulting his view.
2. The Korean Government shall employ a foreigner recommended by the Japanese Government as a diplomatic advisor, whose view shall be consulted in all diplomatic affairs.
- The Japanese financial advisor referred to in the above agreement is Mr. T. Megata, Director of the Taxation Bureau, who was only recently nominated a member of the Upper House. He has been long in the service of the Tokyo Ministers of Finance, and is an excellent authority. Mr. Stevens, councillor to the Japanese Legation in Washington, is to be the diplomatic advisor. He has been in the Japanese service for about twenty years and is quite Japanese.

ENLIGHTENED OFFICIAL FOR JICHANG.

An Ichang letter states that Viceroy Chang Chih-tung has appointed Mr. Wang, for many years comprador of Messrs. Butterfield and Swire at Hankow, and Agent for that firm in Ichang, to be Assistant Director of the Ichang Bureau of Foreign Affairs. Mr. Wang is a deputy sub-prefect by rank and one of the returned American students, which speaks for itself as far as knowledge of English and foreign matters is concerned. The fact that there have been recently several anti-Catholic riots in that part of Hupoh province, namely, Ichang and Shihman prefectures, and a lamentable dearth of foreign-educated officials in the Hukang provinces, were probably the main reasons which prompted Viceroy Chang Chih-tung in selecting Mr. Wang for his present post, and a very good and opportune appointment it is. We may mention, *en passant*, that the present popular and able Taotai of Hankow, His Honour Liang Tzu-yen (for many years confidential secretary of the Viceroy), is also a returned American student and an ex-Yale University man. —Y. C. Daily News.

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It is believed that the object of the Russian transport *Leona's* visit to San Francisco is to watch shipments to Japan. The American Pacific squadron has been instructed to enquire into the intentions of the *Leona*.

A NOT UNFAVOURABLE RETIREMENT.
LONDON, 12th September.
Reuters correspondent at Mukden wired on the 10th instant that a portion of the Russians had commenced to retire from Tieling. The advance of the Japanese was slow, and the military situation not unfavourable to the Russians.

[From Northern Papers.]

JAPAN'S JOY: A WARNING.
Tokyo, 5th September.
There is unmixed joy and intense enthusiasm throughout the Empire over the great victory at Liao.

The whole of Tokyo has been ablaze with flags yesterday and to-day and adorned with "banzai" lanterns, and there have been processions at night. The leading journals, however, warn their readers against being over-enthusiastic. They must fight on until the original object of the war is realised, confident that any mediation is impossible.

THE WAR

[FROM OUR OWN CORRESPONDENT.]

REPORTED CAPTURE OF GENERAL SASSULITCH.
LONDON, 13th September.
It is reported that General Sassulitch and 3,000 men have been captured. (General Sassulitch has had the command of the Russian forces which have opposed Kuraki's advance northward.—Ed.)

[REUTERS SERVICE.]

ITS DESTINATION ANNOUNCED.
LONDON, 12th September.
The Russian Baltic fleet has sailed from Kronstadt. Its destination is announced to be the Far East.

A BREACH OF NEUTRALITY.
LONDON, 12th September.
The Holy Synod has ordered special prayers on Sundays and Festivals throughout the Russian Empire beseeching Heavenly aid for the army fighting against a cruel enemy full of guile.

RUSSIAN TRANSPORT AT SAN FRANCISCO.
LONDON, 12th September.
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TO KEEP TIME-EXPIRED MEN.
Tokyo, 5th September.
A modification of the Conscription Law has been submitted to the Privy Council to-day, prolonging the term of the second reserves.

CURRENCY REFORM IN CHINA.
Professor J. W. Jenks left Shanghai for the United States in the *Mongolia*, and we are glad to know that he leaves shores with the satisfactory conviction that his mission has not been altogether in vain. He has planted, it is for others to water, and the increase will come. Thoroughly conversant as he is with his subject on every side, a clear and cogent writer, a very able speaker, and a man of winning personality, he was the best choice that the United States Government could possibly have made when the Chinese asked for a Commissioner to advise them how they might best obviate the loss which the continuing depreciation of silver was causing them. His plan, as is generally known, is the adoption of the gold standard without a gold currency, to put it as concisely as possible, and he has found the statesmen of Peking, as well as the high provincial officials, with whom he has discussed the question in all its bearings, eager to listen to him, to understand, and to adopt in due time his suggestions. Many foreigners too, who were at first indisposed to believe that the adoption of the gold standard by China was anything but an impossible dream, have been convinced by his arguments; and there is good reason, if nothing untoward happens, to believe that something like the reform which has been so unexpectedly and promptly successful in the Philippines will be adopted by China before very long. Thus China will come into line with India, the Straits, the Philippines, and Japan, to the permanent advantage of all who do business with gold standard countries. And mainly to the naive, unassuming, but thoroughly earnest professor of Cornell University, with his unexcelled mastery of facts and figures, this great and beneficial reform will be due. And there will be a general hope that circumstances will enable him to return to China and give his advice and assistance to those who will be charged with putting his recommendations in action. —N.C. Daily News.

MARINE COURT.

Wednesday, 14th September.

BEFORE HON. CHIEF J. BARNES-LAWRENCE, R.N. (MARINE MAGISTRATE).

"YING KING" & "WING CHAI."

Ernest James Page, master of the river-steamship *Ying King*, charged Samuel Bell-Smith, master of the river-steamship *Wing Chai*, with failing to observe the "rules of the road" on the night of the 4th inst. Mr. J. Hays, solicitor, prosecuted on behalf of the complainant; and Mr. E. J. Grist, solicitor, appeared on behalf of the defendant.

Mr. Hays said: The facts of the case are as follows: The *Ying King* started from Macao on Sunday (4th inst.) at about 7.30 p.m. on the return journey from Macao to Hongkong. She had on board 600 passengers or more. The vessel, in command of Capt. Ernest James Page, left on her third hour voyage roughly speaking, and was, at the time in question, about two miles off Green Island light. The other steamer, which proved to be the *Wing Chai*, was then hearing on the port bow, about half-a-mile or less in front of the *Ying King*. I may state that the *Wing Chai's* speed is not so great as the *Ying King's*, by a couple of knots an hour. Both were engaged on Sunday running excursions to Macao, and the *Ying King*, being the faster boat, could leave later and arrive at the same time as the *Wing Chai* at Hongkong.

Near Hongkong the *Wing Chai* was on the port bow of the *Ying King*, the *Ying King* just overhauling her. Capt. Page sounded one short blast to indicate that he was directing his course to starboard, and would pass the *Wing Chai* on the starboard side. The *Wing Chai* ported her helm with the result that she came over to starboard across the course of the *Ying King*, a few hundred yards ahead of her. If the *Ying King* had continued on her course in all probability there would have been a collision, the *Ying King* striking the *Wing Chai* on her starboard quarter. The *Ying King* put the helm hard a port, and went parallel to the *Wing Chai*. As soon as this was done the *Wing Chai* again altered her course from starboard to port, and headed on her own course for Sulphur Channel. The points of the case are briefly described below in doing what he did he failed to comply with the rule provided in regulation No. 21; he did not continue his course and speed, but deliberately altered his course, and in so doing a collision was narrowly averted.

Ernest James Page, master of the s.s. *Ying King*, said: I have held master's certificate for four years. My usual run is from Canton to Hongkong, but on Sundays I run excursions to Macao. I leave about the *Wing Chai* usually, to let her clear the river first. On Sunday, the 4th inst., I left Macao after half-past seven, the *Wing Chai* having gone some twelve minutes previously. At half-past ten, off Green Island, the positions of the two ships were about three or four hundred yards apart. Green Island light bore N.E. and the *Wing Chai* bore about one point on the port bow. I could see only her stern light, and the deck lights. When I was that distance off the *Wing Chai*, rapidly gaining on her, I blew one blast on the whistle—a short blast to indicate to the *Wing Chai* that it was my intention to pass on the starboard side. Immediately after making this signal the *Wing Chai* ported her helm, crossing my bow from port to starboard, the helm must have been put over, as she altered her course quite four points. This necessitated my putting my helm and slowing down. I altered my course about four points, opening up Lamou Channel. My head would have been about S.E. by S. The *Wing Chai* then starboarded her helm and continued on her original course. I also starboarded and continued slow till the *Wing Chai* was well inside Sulphur Channel. I went slow to give the *Wing Chai* a chance to get well away. We were off our course about four or five minutes. We were not very near the land.

By Mr. Hays: Had I not done as I did I consider there would have been a very serious collision. We were going between twelve and thirteen knots. That is our usual speed.

By Hon. Barnes-Lawrence: It was a dark, clear night.

By Mr. Hays: We had about 600 passengers on board, including some 200 Europeans.

By Hon. Barnes-Lawrence: I was on the bridge all the way from Macao to Hongkong. The wheel is on the bridge. The chief officer was with me.

By Mr. Grist: I was to the south of Chung Chow. I did not show you to the north of Chung Chow on the chart. We were two miles from Green Island. I was not steering for Sulphur Channel; I was steering to come on the starboard side of the *Wing Chai*. I had been on that course from the Beacon, approximately six miles from Green Island.

Mr. Grist: You had been steering to go on the starboard side of the *Wing Chai* for four miles? There was plenty of seaway?

Complainant: I was on the starboard quarter. The *Wing Chai* altered her course when I blew my whistle to go more to starboard. I was going about half-a-knot faster than the other vessel.

William Bright, chief officer of the *Ying King*, gave corroborative evidence. He had held a master's certificate for seven years. If the *Ying King* had not done as she did he thought there would have been a collision.

By Mr. Grist: We usually come up the middle fairway. The *Wing Chai* goes up the southern fairway.

Mr. Grist: And you wanted to pass her to starboard?

By Hon. Barnes-Lawrence: There was nothing to gain by passing the *Wing Chai*.

Paul Emil Heermann, a partner in the firm of Gump & Co., said: I was a passenger. I sat on the bridge all the way from Macao to

Hongkong. I saw first of all a light, which afterwards turned out to be the light of a steamer. It was on the left-hand side. When I first saw it we had left Macao about one hour. The captain blew one sharp blast on our whistle. Our captain rang the engine room bell several times, and I think, altered his course. I watched because I thought there was danger of a collision. After a time I lost sight of her. I did not pay any attention to her.

There were some junks in a small harbour to the right of us.

Mr. Hays: Maybe the fishing junks off Chung Chow. Your Worship.

Hon. Barnes-Lawrence: How came you to be on the bridge?

Witness: I had chairs for myself and my wife there. It is a pleasant deck.

Hon. Barnes-Lawrence: I have to thank you for your evidence. If only passengers would come forward in this way it would give great help.

Mr. Grist: I would like to call a witness, Your Worship. Mr. Hauner.

Mr. T. Hauner, secretary of the Sanitary Board, said: I was a passenger on the *Wing Chai* on the 4th inst. I heard the whistle blown on the *Ying King*, one blast. I was sitting on the port side at the end of the deck-house. Some passengers alongside were talking of the stars, and I continued to watch them for some time. I do not think the course was altered.

Mr. Grist: Did the stars move? (Laughter)

Witness: No, I did not see them do so. I did not see any difference at all. If any order had been given to alter the course of the *Wing Chai* I should probably have heard it. I did not hear any.

By Hon. Barnes-Lawrence: I know the captain of the *Wing Chai*. I saw him on the bridge in front of me in the port corner some 15 feet distant from me. I do not know where he was when I heard the whistle blast. I think I should have heard any order, but I did not see the captain at that time.

By Mr. Hays: I was sitting about twelve feet from the wheel, on the boat-deck. I was alone, not speaking to anyone. I looked at the vessel that blew the whistle and then looked back at the stars, and continued to watch them. I was not star-gazing half-asleep (laughter).

By Hon. Barnes-Lawrence: If our ship had blown the whistle I should have heard it. I go to Macao and Canton frequently, and have been on steamers in other parts of the world. I am not a pautical man.

Samuel Bell-Smith, master of the *Wing Chai*, the defendant, was sworn. He said: On Sunday I left Macao for Hongkong at about 7.30 p.m. When about two miles off Green Island I saw the *Ying King*. I had seen her all the way from Macao. I was on the bridge. I was steering a course right for the centre of Sulphur Channel. I heard the *Ying King* blow a blast. I did not alter my course or speed, but kept going right on. The *Wing Chai* and *Ying King* lie alongside the same wharf at Hongkong. I always use the southern fairway in Hongkong Harbour. The *Ying King* has always gone up the centre channel.

By Mr. Hays: I took the *Ying King's* blast as indicating that she was going to try and pass us. We were going as hard as we could go about 12 knots. There is an object in a stagnor getting in first; the passengers on the one who get in first get all the chairs and rickshaws. I was anxious to get in first. I do not know the speed of the *Ying King*; she may be a quarter-knot faster than we are. The *Ying King* was on our starboard quarter when she blew the whistle. I was standing in front of the wheel-house, binoculars in hand, looking ahead. On hearing the whistle I ran over to the starboard side, and saw the *Ying King* port side light, and masthead light. She was astern, almost dead astern, all the time. I observed her every few minutes. I had previously seen all three lights.

Charles Herbert Scott, chief officer of the *Wing Chai*, bore out the previous witness's statements. He said the course was not altered from the time they passed Chung Chow Beacon, until Green Island light was abeam, or the speed as far as he knew. No orders had been given from the bridge. Until about two to three-and-a-half miles from Sulphur Channel he was in charge of the bridge, and then the captain took charge. He remained on the bridge till entering the Sulphur Channel, at the port side of the bridge-house, though he had been relieved. He had no particular object in remaining on the bridge. He noticed a gentleman observing the stars, and spoke to one or two of the passengers. He went below about ten minutes after hearing the whistle. Two Chinamen were at the wheel, and the pilot, also, was there. The captain looked after the navigation.

Hon. Barnes-Lawrence: What is the use of the pilot?

Witness: Oh, it is the custom. The men at the wheel would not obey him. The pilot simply follows the course given to him. He gives any orders in narrow waters.

Hon. Barnes-Lawrence: I should have thought that is what a pilot is for.

Witness: They are put there to assist the master. They have a knowledge of the tides, and are put there to advise the master on that point.

By Mr. Hays: Capt. Smith was in front of the wheel-house. I put the speed of the *Wing Chai* at its best, at 12½ knots. I should put the *Ying King's* speed at 12½ to 13 knots. I thought the *Ying King*, when she made the blast, was signalling to a fishing boat; no warning to our boat. The *Ying King* had been overtaking us ever since she left Macao.

Ip Ki, the pilot, was called. The master was not altered. He notified the master before giving orders to the man at the wheel.

Hon. Barnes-Lawrence: Suppose the captain was in his cabin?

Witness: I would talk to the chief officer.

Hon. Barnes-Lawrence: What did you take that whistle to mean?

Witness: To turn to port.

Hon. Barnes-Lawrence: Ask him again. Show him a model.

Witness explained starboard.

Hon. Barnes-Lawrence: You were standing by the wheel. When you heard the blast what was done?

Witness explained with the model that the *Wing Chai* altered her course to starboard, porting the helm.

Mr. Grist: He is taking it as a mythical case, Your Worship—a case of what should be done.

Witness was asked again, and he said that the *Wing Chai* did not alter her course, but went straight ahead.

Mr. Grist repeated his former remark, saying the interpreter asked something quite different.

Mr. Hays: Nonsense, it is palpable that he has made a blunder for his case. Does my friend know Chinese?

Hon. Barnes-Lawrence: If he took it as a mythical case, anyhow, he did not do the right thing. I might say, with great pain, that I believe the Colonial from what I have seen of him, not at all satisfactory in giving evidence.

Mr. Hays: Where was Capt. Bell-Smith standing when the blast was blown?

Witness: In front of the "steer-room."

Mr. Hays: How long?

Witness: All the time since they left Macao. The chief officer had been on the deck below.

Ip Ki, a quartermaster, was called. He heard the *Ying King* blow a whistle. He was standing on the starboard side of the wheel. He did not move the wheel.

As neither solicitor desired to address the bench the Hon. Barnes-Lawrence said: I will remand the case till 10.30 to-morrow. I will sit the evidence.

POLICE COURT.

Wednesday, 14th September.

BEFORE MR. J. H. KEMP (ACTING FIRST MAGISTRATE).

"KINSENA" CAPTAIN FINCH.

For entering the harbour with arms on board, without reporting same to the Harbour Master, Captain H. Blecker of the N. D. L. steamer *Kinsema* was fined \$25. The offence occurred on the 16th August last, and was discovered by the manifest supplied to a clerk of the Hongkong and Kowloon Wharf and Godown Company.

Detective Inspector Grant deposed that, acting on instructions from the Captain Superintendent, he visited the Kowloon Godowns, where he found seventeen cases of arms, plainly labelled outside in English. He satisfied himself as to the nature of the contents, and then applied for the summons against the *Kinsema's* captain. A boarding officer from the Harbour Master's office had reported the omission to the police.

Captain Blecker admitted the facts, and said he supposed the parcel had had so much to do that he had not properly inspected the manifest. The parcel was not present, but (Mr. Kemp having considered it offered an adjournment) he did not think it worth while calling him.

Mr. Kemp said that while there did not appear to have been in the present instance any deliberate evasion of the harbour rules, such offences were very serious. The maximum penalty was a fine of \$200. Justice would be met in this case by a fine of \$25.

His 18th appearance.

Mr. Kemp had to deal with a beachcomber named Sharp, known to the Force as "Ginger," who admitted having troubled the magistrate on seventeen previous occasions. Work had been repeatedly found for him, but he seemed to prefer vagrancy. He was again committed to the House of Detention.

ALLEGED THEFT.

Win Hoi, a female, was charged with stealing money, jewellery, and clothing to the value of \$2,481, from a dwelling house, No. 2, Possession Street, the property of Wong Man, accountant, of No. 108, Wing Lok Street. Detective-Sgt. Watt, of the Criminal Investigation Department, recovered the property, and made the arrest. The case was remanded.

BEFORE MR. E. D. C. WOLFE (ACTING SECOND MAGISTRATE).

ALLEGED LARCENY.

Lewis Comar, of the Main Hotel, charged a coolie with larceny of various articles of clothing and a Jewish Ritual, the property of his wife. On the 11th inst., said the complainant, he sent the defendant with a parcel to a steamer, but it was not delivered there. This case was also remanded.

ABOUT FLORE.

Eight Chinamen were charged with stealing 16 bags of flour, valued at \$36.8, property of Fung Nam Kuk, on the 13th inst. Two men were charged with unlawful possession of same. Both cases were remanded.

UNLAWFUL POSSESSION.

A Chinaman charged with unlawful possession of various articles, valued at \$12, reasonably supposed to have been stolen or obtained by other unlawful means, was fined \$50, or six weeks' imprisonment, and four hours' stocks.

BLAZE IN A TEA HOUSE.

Lam Lam, a waiter from No. 123, Wellington Street, a Chinese tea house, was charged with attempting to set fire to the house on the 17th inst., by piling chairs on the verandah pouring kerosene on them, and setting fire to the stack.

It was alleged that the defendant's object was simply to spite his master. Several witnesses gave evidence for the prosecution, saying that the defendant, a youth of 20 years, had a very bad temper. The case was remanded.

THE RULE OF THE ROAD AT SEA.

Among the questions in the Parliamentary papers on August 8th to which printed answers were given was one as to the rules of the road at sea for men-of-war and merchantmen. Mr. Gibson Bowles asked the President of the Board of Trade in regard to the Board of Trade advisory circulars of April 1897, and July 1900, whereby British mariners were warned that when single ships are approaching a squadron of warships, so as to involve risk of a collision, it would be in the interests of safety to keep out of the way of and avoid passing through a squadron. Were the advisory circulars intended to warn single ships not to pass ahead of or through a squadron; did the notices apply to a single ship authorised by the rule of the road at sea to hold her course, and did they advise her not to do that in this case; was the rule as to keeping out of the way different for a single ship in a squadron from that for a single ship not in a squadron; and, if not, would the Board of Trade communicate with the Admiralty in order to remove misunderstanding, and issue a further notice to make it clear that the rule of the road at sea applied to all ships alike, whether in squadron or not.

Mr. Gerald Balfour replied as follows:—(1) The notices are advisory, and their object is to induce masters of British ships to keep so far from squadrons as to avoid all possibility of a collision. (2) The notices do not in any way alter or modify the regulations, which must be adhered to in any case in which ships approach each other so as to involve any risk of collision. (3) The Board of Trade understand that the Admiralty concur in this interpretation of the notices, and they do not think it necessary to take further action.

AN ODDIOUS COMPARISON.

The *Kobe Chronicle* quotes from a contemporary its account of an incident in the court of Mr. H. H. J. Gompertz. For smoking a cigarette in Court, Mr. Gompertz made a Chinaman "stand in a corner" for two hours, holding up the offensive cigarette. The *Chronicle* has the following comment thereon: The incident is, of course, one to excite a smile, and yet its justice may be questioned. If a foreigner were to enter a Japanese Court, and for inadvertently offending against one of the rules—for instance, that which involves the removal of the overcoat—should be placed in a humiliating position for a couple of hours, there would be a pretty outcry. But it is difficult to imagine such a thing occurring in a Japanese Court. Possibly it is only in Hongkong, where the magistrates appear to have a certain youthful irresponsibility and exuberance, that such an incident could happen. A warily one contemporary, in reporting the incident and chuckling over it, does not perceive that such things do not encourage the respect of the Chinese for British justice.

CHINA AND GUNPOWDER.

It is curious for how long Europe has entertained a sort of superstitious attitude towards China. The dread of the "Yellow Peril" itself, which has again begun to emerge in all its old force under the stimulus of the war in the Far East, is one side of this exaggerated view of Chinese capacity. It is partly true that China is the cradle of the world, the nucleus of the world's population, but many of the popular notions of the extreme civilization of the Chinese in remote ages are continually being disproved. The latest belief to be shattered concerns the invention of gunpowder. For some reason or other, everyone from Smith Minor to the man in the street, firmly believes that gunpowder was a well-known combination of substances in China before the English nation properly existed. In fact, as Gibson suggested long ago, the evidence which has since been laboriously collected, and is now published, gives strong negative proof that gunpowder was first introduced into China from Europe, and that an Englishman, Roger Bacon, was the first discoverer. It is perhaps not generally known that Roger Bacon, in his prophetic vein, anticipated both the telegraph and the flying machine. It is a curious and unhappy instance of the capriciousness of fate that while everyone knows of Francis Bacon, this astonishingly inventive discoverer is popularly unknown. *Strait Times*.

NEUTRAL GOODS ON JAPANESE SHIPS.

The *Law Journal* states that the destruction by the Russian ships of their Japanese prizes may give rise to a somewhat difficult question if any of them should have neutral property on board. The Declaration of Paris provides that neutral goods, other than contraband, are not liable to capture under the enemy's flag. Does it follow that when a captured enemy's ship carries neutral cargo it would be a violation of the obligation imposed on the States adhering to the Declaration to sink the ship when it is impracticable to send her into port, and therefore that the only alternative is to release her? We think not. Article III. of the Declaration of Paris was intended to make it clear that a belligerent has in general no right to confiscate neutral property. It was not intended to prevent the exercise against an enemy of a recognised belligerent right. Is the owner of the neutral goods, then, entitled to compensation if his property has been destroyed together with the ship? The correct answer is probably that when he shipped his property on a vessel sailing under a belligerent flag he knew that he incurred the risk of its being destroyed under certain circumstances together with the ship, and therefore that he must be deemed to have taken the risk of such a loss upon himself. This was the position taken up by the French Prize Court when a claim for compensation was made by the neutral owners of the cargoes of two German ships which, during the war of 1870, were sunk by their captors.

ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

LONG, HING & CO.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee),

Hongkong, 8th August, 1904.

PO CHEUNG & CO.

14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS.

GENERAL DOMESTIC GOODS, &c.

COUNTERS, PARTITIONS, FITTINGS, ETC.

MADE TO SIZES AND PARTICULARS.

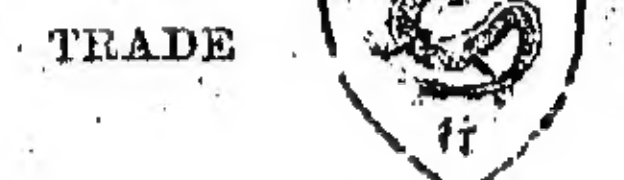
DESIGNS FORWARDED ON APPLICATION.

TELEPHONE 460.

Hongkong, 15th August, 1904.

NATIVE FIGHTING NEAR SHANGHAI.

Village and clan fights, common enough in the south and north, are in the immediate vicinity of Shanghai of quite rare occurrence, owing to the general timidity and peace-loving nature of the country people belonging to the prefectures of Shanghai and Soochow, in this province. Hence people there were greatly surprised to hear that on Monday (5th) there was a regular battle royal, accompanied by loss of life, between the members of two villages situated on the borders of the neighbouring districts of Panshan (Wusung) and Chiating (Kaiding). There were over two hundred contestants on each side of the rustic ruins, who were led by the members of the chief families of the respective villages. The scene of the battle was on neutral ground, namely, within the borders of the town of Nansiang (Naxiang), about a dozen or fifteen miles north of Shanghai. The cause of the fight was concerning the rights of gathering water-lily roots in the Tanghe canal, rights claimed by one village and denied by the other. Nearly twenty villages were badly injured by blows from iron



TRADE MARK.

TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE

PLEASING

POPULAR

PALATABLE

PRODUCTION

\$16.00 PER CASE OF 24 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL (4) DR. NEWELL WILSON, DR. WILLIAM DANIEL.

DENTISTS

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building)

Hongkong 18th February, 1904.

THE JAPAN LAUNDRY COMPANY.

UNDER New Management the above Company is now prepared to accept washing in any quantity from Town, Peak and Kowloon residents—also from Ships. Work Splendidly Executed. Trial Solicited. Charges—Moderate.

F. G. ALLEN,

Manager,

Town Office, 36, Queen's Road Central (above Messrs. Watson's Old Establishment).

Hongkong 2nd September, 1904. 2144

TAI WOO,

PHOTOGRAPHER AND PORTRAIT PAINTER.

DEVELOPING and PRINTING Under-taken. Views for Sale.

36, Queen's Road Central, 2nd Floor.

Hongkong, 8th August, 1904. 1932

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the Highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first-class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point. Tel. 367. Depot, Ice House Street. Tel. 374.

F. P. DANENBERG,

General Manager.

Hongkong, 11th May, 1904. 1222

DAVID GORSAR & SONS

REHMAN NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBEIG & CO.

Sole Agents.

3489

BANKS

THE
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AUTHORISED CAPITAL.....Sh. Taels 7,500,000

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Berlin	Calcutta	Hankow
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LONDON BANKERS:
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THE UNION OF LONDON AND SMITHS
BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Accounts
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.
H. FIGGE,
Manager.
Hongkong, 11th August 1904. 124

IMPERIAL BANK OF CHINA
ESTABLISHED BY IMPERIAL DECREE OF THE
12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL, Shanghai Tls. 5,000,000
PAID-UP CAPITAL " " 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.

Canton	Peking
Chefoo	Penang
Hankow	Singapore

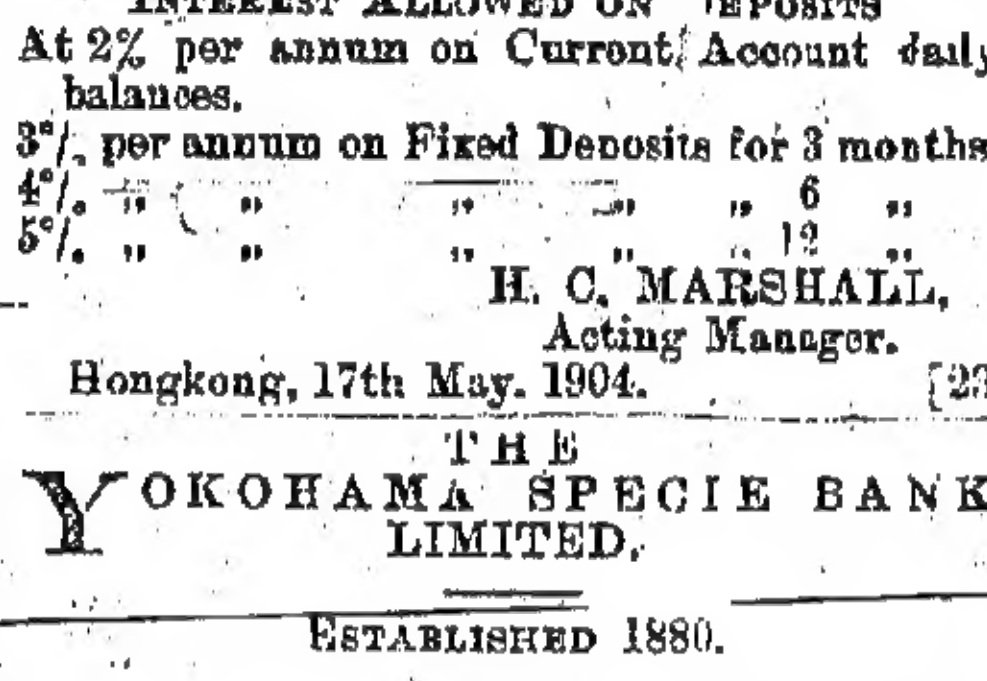
Tientsin.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

INTEREST ALLOWED ON DEPOSITS.



CAPITAL SUBSCRIBED ...	Yen	24,000,000
CAPITAL PAID-UP	"	18,000,000
CAPITAL UNCALLED	"	6,000,000
RESERVE FUND	"	950,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.

Tokio	Kobe	Nagasaki
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LONDON BANKERS,
THE LONDON JOINT STOCK BANK, LIMITED
PARRE'S BANK, LIMITED.
THE UNION OF LONDON AND SMITHS
BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent
per annum on the daily balance.
On fixed deposits for 12 months 5% per annum
" " " " 6 " 4% " " "
" " " " 5 " 3% " " "
TARO HODSUM,
Manager.
Hongkong, 12th September, 1904.

THE NATIONAL BANK OF CHINA
LIMITED.

AUTHORIZED CAPITAL.....£1,000,000

PAID-UP CAPITAL £ 324,37

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS.

CREESE EWENS, Esq. | KWAN FONG KEE, Esq.
J. FOCKE, Esq. | (S. C. MOXON, Esq.)
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 Months Fixed.....5%.

Hongkong, 3rd August, 1904.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3

Depositors may transfer at their option
 balances of \$100 or more to the HONGKONG AND
 SHANGHAI BANK to be placed on FIXED
 DEPOSIT at 4 PER CENT. per annum.
 For the HONGKONG AND SHANGHAI
 BANKING CORPORATION.
 J. R. M. SMITH,
 Chief Manager.
 Hongkong, 1st May, 1902.

HONGKONG & SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL	\$10,000,000
RESERVE FUND—	
STERLING RESERVE...\$10,000,000	
SILVER RESERVE ... 7,000,000	
	\$17,000,000
RESERVE LIABILITY OF PROP'ORS.	\$10,000,000

COURT OF DIRECTORS.

A. J. RAYMOND, Esq.,	Chairman.
H. E. TOMKINS, Esq.,	Deputy Chairman.
E. Goetz, Esq.	N. A. Siebs, Esq.
Hon. W. J. Gresson,	H. W. Slade, Esq.
A. Haupt, Esq.	Hon. R. Shewan
E. Schubart, Esq.	E. S. Wheeler, Esq.
H. Shellim, Esq.	

CHIEF MANAGER :
Hongkong—J. R. M. SMITH

MANAGER :
Shanghai—H. M. BEVIS.

**LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.**

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per
Cent. per Annum on the daily balance.

ON FIXED DEPOSITS.
For 3 months, 2½ per cent per Annum.
For 6 months, 3 per cent per Annum.
For 12 months, 3½ per cent per Annum.

For 6 months, 34 per cent. per Annum.
For 12 months 41 per cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 22nd August, 1904.

INTIMATIONS

THE

"APOLLO"

MAKES MUSICIANS OF US ALL.

IT IS A SPLENDID ACCOMPANIST.

IT MAKES ENTERTAINING VERY

EASY.

YOUNG AND OLD CAN PLAY THE

NOBLEST SCORE WITH THE FINISH

AN EXPRESSION OF A MASTER.

IT IS THOROUGHLY RELIABLE.

AND IS SOLD AT A REASONABLE

PRICE.

EITHER FOR

Cash OR Hire

PURCHASE FROM

\$385.

THE APOLLO MASTER

PIANO PLAYER.

DAILY RECITALS

THE

ROBINSON PIANO CO. LD.

Hongkong, 24th August, 1904.

AVIS.

Le 30 Septembre, 1904, à 10 heures du matin, il sera procédé en la Chancellerie du Consulat de France à Canton à la vente aux enchères publiques du vapeur "le Rhône" de 259 tonnes, actuellement mouillé dans la rade de Canton.

Le bâtiment est muni de ses ancres, chaînes, et de ses appareils divers.

Canton, le 10 Septembre, 1904.

LE CHANCELIER P.L.

L. de Sieyès.

FOUND.

A YOUNG POINTER DOG with Chain attached, no number on Collar; Liver and White Colour, apparently not purchased. Owner can have same on application and payment of expenses.

HERBERT W. LOOKER.

Hongkong, 10th September, 1904.

NOTICE TO MARINERS.

No. 211 (Special).

CHINA SEA.

SHANGHAI DISTRICT.

TSUNGMING CROSSING.

Attention in buoyage of Tsungming Crossing.

REFERRING to Notice to Mariners, No. 210 (Special), Notice is hereby given that the following changes in the buoyage of the Tsungming Crossing have been effected:

The EAST ENTRANCE Buoy has been shifted 3.2 Cables S. 10 E. from its former position and painted BLACK. It now marks the South side of the Channel, and from it the Quarantine Beacon bears S. 65.15 W. distant 5.18 miles.

The FIRST CROSSING Buoy has been shifted 0.5 cable South from its former position, and from it the Quarantine Beacon now bears S. 53 W. distant 3.24 miles.

The WEST SPLIT Buoy has been shifted 6.2 Cables S. 51 E. from its former position, and from it the Quarantine Beacon now bears S. 45 E. distant 1.5 miles.

An inward bound vessel should pass the buoys on her port hand at a distance of 11 cables. The least water on this course is 24 feet at Low Water of Spring Tides.

All Bearings given are Magnetic.

H. G. MYHRE.

Acting Deputy Coast Inspector.

Imperial Maritime Customs.

Coast Inspector's Office.

Shanghai, 7th September, 1904.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NIPPON PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO., OCEAN S.S. CO., and CHINA MUTUAL S.N. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Canton Road.

A. S. MIHARA, Manager.

Hongkong, 20th May, 1904.

CORRESPONDENCE.

THE LATE MR. DORABJI NOWROJI

TO THE EDITOR OF THE "DAILY PRESS."

Kolo, 31st August.

SIR.—I most respectfully solicit your kind indulgence to permit me to make a suggestion to all nationalities through the medium of your widely-circulated journal.

The recent demise of the late Dorabji Nowroji is fresh in our minds, and I sincerely believe that many, very many of his admirers (of whatever caste) would readily acquiesce in the formation of a Committee, the object of which would be to perpetuate the memory of the late Dorabji Nowroji, by inviting the cosmopolitan communities to subscribe towards a fund for the purpose of erecting a bust of the late Dorabji Nowroji, of such a nature, and in such a place, as the Committee may decide.

It may be safely assumed that the memory of many far-less distinguished men than the late Dorabji Nowroji has been immortalised by a bust of statue; this being the case, how much more does the memory of the late Dorabji Nowroji claim our universal attention; not in one part alone, but throughout the East where reside men to whom the memory of the late Dorabji Nowroji is now a sacred topic?

I respectfully call upon my fellow admirers to give the subject their earnest attention, and to make suggestions accordingly, presuming, of course, that you the Editor of this journal will kindly place a space in the columns of your paper to enable interested friends to give their opinions and suggestions.

Naturally, the formation of a Committee would be among those who were the most closely connected with the deceased gentleman, and this I am sure that all classes of people would agree with.

Personally, I should be most happy to undertake the collection of subscriptions from friends in Japan here, and as the purpose does not exclude any nationality or caste, I feel sure that a prompt response would be made to this worthy end.

If a Committee be formed, I offer my services in this matter, and would forward to the responsible person (or persons) the amount I could collect in Japan, together with the names of donors, for publication in due form.

Sincerely trusting that this subject will be taken up in the spirit in which I make my humble suggestion.—Yours, &c.

H. E. BOTTLEWALLA.

THE ORIGIN OF PLAGUE.

TO THE EDITOR OF THE "DAILY PRESS."

SIR.—In reading your interesting review of Dr. Hunter's report on his researches into the infectivity of the plague germ, I was rather struck by the remark that Dr. Hunter regards the discovery of the *bubonic pestis* in the blood before the bubo develops as a "new discovery."

The layman who has been sufficiently interested to read the frequent medical reports on the subject of the epidemics in Hongkong must wonder, when he reads such a statement, why it is far from being a newly-discovered fact that in plague-infected districts people have had high fever many days before a bubo appeared. See Dr. Lawson's report on the epidemic of 1894, pp. 10.—Yours truly,

LA YMAN.

WAS IT COWARDICE?

Further Ascendances make more unaccountable day by day the action of the Russian fleet in the engagement with Admiral Togo on the 10th of August. We explained yesterday morning that the statements industriously circulated when the *Asahi* arrived here that she was obliged to seek safety in flight because she had exhausted her ammunition—for which reason she professed to be unable to return the salute of H.M.S. *Fearless* at Woonung—were entirely unfounded. We now learn from Tsingtao that the same was the case with the *Cesarevitch*. When she arrived there, the officers claimed that the vessel had no ammunition left. When the German authorities took the ammunition from her magazines, it was found that she had very much more than a hundred rounds for each of her 12-inch and 6-inch guns, and more than four thousand rounds for her smaller guns. It has been also ascertained that the large hole under water which was supposed to destroy her power to navigate, exists only in the imagination of her officers. The death of Admiral Witteff in the action prevents our knowing what his plan of attack was when the fleet went out, and Prince Uklomsky was put into a difficult position by having to take over the command when the action was half through and the ships already scattered; but the historian of the war will want to know more about what happened, and why, than we have so far been able to discover.—N.C. Daily News.

ROWLAND'S KALYDOR FOR THE SKIN

Produces soft, fair, delicate skin, heals all cutaneous eruptions, and insures a lovely, delicate complexion to all who use it.

2/3, 4/6, of Stores and Chemists.

THE AMERICAN SYSTEM

DENTISTRY

DR. M. H. CHAUN.

37, DES VEXES ROAD CENTRAL, HONGKONG

From the University of Pennsylvania, U.S.A.

Hongkong, 3rd June, 1904.

THE COMING MAN IN CHINA.

Mr. A. R. Colquhoun, writing in the *North American* for July, suggests that the regeneration of China may be achieved by the Chinese General Yuan Shih-Kai. He says:—

The necessity of a trained army for China, with all the accompaniments of modern equipment, had long been realised by some of the foremost Chinese statesmen of the day, and by none more clearly than by the Generalissimo of the Northern Forces, Yuan Shih-Kai. This personage has accomplished the difficult task of balancing himself on two stools, being at once the favourite of the Empress Dowager and the champion of reform. It is well known that he gained the confidence of that remarkable woman, Tzu-Hsi, by an act of treachery to the reformers; but it is also conceded by many who are in sympathy with the Reform party that at the time of the *Constitution*, his programme was revolutionary, and unduly to produce good results. Yuan Shih-Kai, having gained a firm footing by his action, has since that time quietly but firmly supported the less visionary reforms, and at the present time has achieved a unique position in China. He is regarded by his countrymen as their one hope in the future, and Europeans who know him speak in the highest terms of his character and capacity. His chief efforts have been bent to the training and equipment of an army in Northern China; for one of his maxims is, that policy without force is useless.

It is needless to say that Japan plays a great part in the considerations of this Chinese statesman. It must be remembered that, unlike Li Hung-Chang, he has resisted the influence of Russia, while to Germany he has been a thorn in the side in Chihli and Shantung, resisting her attempts at encroachment, having her way to concessions and generally making himself as unpleasant as possible. Nevertheless, while making every use of Japanese methods in drilling and equipping his men, he is not, as is sometimes represented, a Japanese tool. His motto is "China for the Chinese." He expresses vigorously the belief that, whichever party wins in the present struggle, China will not be a prisoner, unless China can bring forward a policy backed by force. The lesson taught by Russia in Manchuria, by Germany in Shantung, and by the Allied Armies as they marched to Peking, has sunk into the hearts of the Chinese, to whom any less forcible lesson would have been useless. If Yuan Shih-Kai fulfils the promise he has given, he is only forty-five years old, he may prove the leader for whom China has waited so long.

Best for the Skin and complexion.

CALVERT'S CARBOLIC TOILET SOAP

(Soothing, cleansing and antiseptic.)
Pleasant to use, especially to sufferers from
eczema, and most refreshing in hot climates.

F. C. CALVERT & Co., Manchester, Eng.

THE SWATOW GRASS CLOTH, SILK and DRAWN THREAD, WORK DEPARTMENT.

Wholesale and retail quotations, particulars and samples, will be sent free on application to the above depot.

Swatow, 8th June, 1904.

HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST

Bottled in Japan by H. E. REYNELL & Co.

BWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS

Hongkong, 31st July, 1904.

QUAN WAH & CO.

GRANITE AND MARBLE MERCHANTS.

EXPORTERS AND CONTRACTORS.

Sole Agents of

QUANTAI & CO., Lime Manufacturers.

All descriptions of

GRANITE AND MARBLE FOR EXPORT.

Dealers in

GRANITE AND MARBLE MONUMENTS

Prices & Estimates on Application.

No. 1, QUEEN'S ROAD, EAST.

Hongkong, 17th October, 1899.

AMOY ENGINEERING CO., LD. AMOY

CALL FLAG E.

REPAIR WORK to Steamers and

Launches. Castings in Brass and Iron.

Moderate charges. Work solicited.

J. D. EDWARDS,

Manager.

Amoy, 3rd December, 1903.

MITSU BISHI DOCKYARD

AND ENGINE WORKS,

NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.

A.I. A.B.C. Code and Engineering Code

Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length... 323 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 58 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 263 "

DOCK No. 2 (at MUKAJIMA).

Extreme Length... 371 feet.

Length on Blocks... 350 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUO).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the

LATEST IMPROVEMENTS and can

execute any kind of work in SHIPBUILD-

ING and MARINE ENGINEERING as well

as in REPAIRING OF SHIPS.

THE COMPANY has a SALVAGE

STEAMER, 712 TONS GROSS, FITTED

WITH POWERFUL SALVAGE PLANT

READY AT SHORT NOTICE.

1703

PIMPLES AND SKIN TROUBLES.

BILLY BRANN'S CERTAIN CURE.

When the blood becomes impure either through errors of diet, severity of climate, or other causes, it is only a question of time until every other organ of the body becomes diseased. If Chas. Forde's Bile Beans be taken, however, blood impurities are rapidly removed from the system. Bile Beans act upon the liver and digestive organs which are the natural purifiers and feeders of the blood, and the only possible way to thoroughly purify the blood and restore the system generally is to first cleanse and restore these important organs. An example of the power of Bile Beans is provided by the case of Private Joseph Smith of Church Lane, Aston, England. He served for many years in India and now says:—"My troubles all came on through a scratch on my neck. The scratch festered, and the matter running from it over my neck caused me to break out all over the neck with painful abscesses. The glands, too, were swollen to an enormous size. I became unfit for duty and was sent from India to Netley Hospital. Here and at the Isle of Wight I stayed for twelve months, when the doctors operated on me no less than six times. They made no radical cure, for when at last I was discharged as unfit for service, the swellings and sores broke out afresh. I tried remedies for the blood, as I believed that to be the root of the trouble. I was reduced to a terribly weak condition, and although I obtained employment for a little while at Kyocoh's Gun Factory, I soon had to leave off working."

"I had pains round the heart, my breathing was bad, and I felt bloated after even the slightest meal. I always felt languid, tired, depressed, and lost all appetite. Then I heard of Chas. Forde's Bile Beans, and that marks a turning point in my history. After taking them a little time I experienced considerable benefit. I then went in for a course of the beans, and it is surprising what an improvement it has made in me. I can eat more than three times the amount of food that I could a few months ago without the least discomfort. I have never that drowsy tired feeling now, and I awaken in the morning feeling quite refreshed and strong. The abscesses on my neck under the treatment gradually assumed a different colour and grew less and less, and finally disappeared. Now I am cured. The marks are certainly visible, but I suffer no inconvenience whatever from them now. I attribute my cure to nothing but the wonderful curative power of Bile Beans."

Charles Forde's Bile Beans for Biliousness are a cure for indigestion, anaemia, weakness, female ailments, heat, fever, malaria, neuralgia, lumbago, rheumatism, debility, palpitation, pains in the back, piles, constipation, sleeplessness, loss of appetite, liver complaint, headache, flatulence, pimples, skin eruptions, and all ailments having a common origin in impurity of blood, a general congestion of the system and loss of vital force.

Of all chemists and medicine vendors. Price

75 cents (Mex.) per bottle. 12010-5

WHISKIES.

BUCHANAN'S CELEBRATED BLENDS OF SCOTCH WHISKY are supplied by Royal Warrant of Appointment to His Majesty King Edward VII. The Prince of Wales, and also to the House of Lords and the House of Commons. Buchanan's Whiskies are recognised throughout the World as the Best.

Buchanan Blend ... \$12.50

Black and White ... \$15.50

Royal Household ... \$20.50

Try one case and you will never want any other Whisky.

A. CHAZALON & CO.

Wine Merchants and General Storekeepers.

6, Queen's Road.

Hongkong, 22nd August, 1904.

JUST ESTABLISHED.

(Telephone No. 467.)

WING SUN & CO.

No. 54, QUEEN'S ROAD CENTRAL

(Premises Formerly Occupied by Messrs. C. J. Gump & Co.)

HIGH CLASS TAILORS & OUTFITTERS.

SHIRAZ BEBECHES MAKERS.

Fit, Quality, Workmanship Guaranteed.

Prices Very Moderate.

Now Showing—Latest Flannel Suitings,

New Stock of Ties, Straw Hats, Felt Hats,

Panamas, Boots and Shoes, &c., &c.

Inspection Invited.

Hongkong, 5th August, 1904.

TONG CHONG WO & CO.

No. 98, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pare

HAVANA CIGARS AND CIGARETTES

They are made of best Havana leaves and

possess a mild and choice flavour.

Inspection courteously invited.

Hongkong, 26th May, 1904.

WEI CHEETOO & CO.

IMPORTERS, EXPORTERS

AND

GENERAL COMMISSION AGENTS.

SPECIALITY: HUMAN HAIR.

No. 12, Pottinger Street, Hongkong.

Agencies:—

CHIEF OFFICE, Dealer in Human Hair.

SHUN LOONG, Preserved Ginger Factory.

CHOW LEUNG YEH, Fire Cracker Factory.

Hongkong, 1st June, 1904.

BOARD AND RESIDENCE

"TANG YUEN."

BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine

and Accommodation.

Apply—MANAGERESS,

Macdonnell Road.

FAIRALL & CO., Queen's Road

Hongkong, 2nd March, 1903.

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"

27, CAINE ROAD.

Hongkong, 19th March, 1904.

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED

ROOMS, with Board.

Apply to Mrs. MATHER,

2, Pedder's Hill.

Hongkong, 1st January, 1892.

THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS &

SHIPPING.

VESSELS ADVERTISED AS LOADING.

ARRIVALS.
 ANSON, German str., 1001, P. Schlefer, 14th September, Bangkok 1st Sept. Rice—Butterfield & Swire.
 APENRADE, German str., 611, A. P. Ulders, 14th Sept.—Ralphong 9th September, General—Jensen & Co.
 AUSTRALIAN, French str., 2888, H. Verrou, 14th Sept.—Marseilles and Saigon 10th Sept. Mails and General—Messageries Maritimes.
 GNEBNAU, German str., 3001, H. Blecker, 13th Sept.—Yokohama 3rd September, General—Melchers & Co.
 HUDSON, British str., 2347, John Barnett, 14th Sept.—Kobe 12th Sept., General—Standard Oil Co.
 KWANTUNG, Chinese str., 1054, Lincoln, 14th September, Canton 13th Sept., General—Chinese.
 M. SCHURK, German str., 966, P. Brandt, 14th September, Tientsin 11th Sept., Amoy 12th and Swatow 13th, General—Osaka Shosen Kaisha.
 PINOSUY, British str., 4189, Elliston War, 14th Sept.—Liverpool and Singapore 9th Sept., General—Butterfield & Swire.
 OSCAR II., Norwegian str., 2000, R. Olsen, 15th September, Kutchinath 8th Sept., Coal—M. B. Kaisha.
 STEARNS, German str., 1252, C. Ahrens, 14th September, Saigon 9th Sept., General—Chinese.
 PUNNEY BRIDGE, British str., 2170, E. R. Robinson, 13th Sept., Vagos 24th July, Kerosine oil—Anglo-American Oil Co.
 RAABHUB, German str., 1381, D. Reimers, 14th September, Bangkok 7th Sept., Rice and Teakwood—Butterfield & Swire.
 TENSIN, Norwegian steamer, 1733, C. L. Halvorsen, 14th Sept.—Mojji 8th Sept. Coal—Melchers & Co.
 THAMES, British str., 224, E. S. Crowe, 14th Sept.—Swatow 13th Sept., General—Douglas LaPraik & Co.
 TIENTSIN, British str., 2555, C. D. Goldsmith, 14th September, Bombay, Colombo and Singapore 25th August, General—P. A. O. S. N. Co.

CLEARANCES.
 AT THE HARBOR MASTER'S OFFICE.
 14th September.
 BUREAU, British str., for Nauru.
 DOTT, Norwegian str., for Newchong (Hawaii).
 HAILONG, British str., for London.
 Kwanghai, Chinese str., for Canton.
 LEGAZ, American str., for Manila.
 SINGAPORE, German str., for Shanghai.

DEPARTURES.
 14th September.
 AUSTRALIAN, French str., for Shanghai.
 GNEBNAU, German str., for Europe.
 KONG ENA, German str., for Yokohama.
 LORHAN, British str., for Durban.
 MACHW, German str., for Bangkok.
 MAL, CCA, British str., for Shanghai.
 PUNNEY BRIDGE, British str., for Shanghai.
 SIKH, British str., for Shanghai.
 TRIUMPH, German str., for Swatow.

VESSELS IN DOCK.
 14th September.
 ARRIVED DOCK.—RUBI.
 ROW DOCK.—U. S. S. Pathfinder.
 Kora, Pullid, Empress of Japan, Yuenong Cos. (HONGKONG DOCK)—Arrived.

VESSELS ON THE BERTH.
 NIPPON YUSEN KAISHA.
 FOR NAGASAKI, KOBE AND YOKOHAMA.
 THE Bucknall Line Steamship.

"BAROTSE,"
 will be despatched for the above ports on FRIDAY, the 16th inst., at 3 p.m., instead of as previously advertised.
 For Freight or Passage, apply to
 A. S. MIHARA, Agent.
 Hongkong, 9th September, 1904. [2135]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
 "ARRATON APCAR."
 Captain E. Fey, will be despatched for the above ports on FRIDAY, the 16th inst., at 3 p.m., instead of as previously advertised.
 For Freight or Passage, apply to
 DAVID SASSOON & CO., LD., Agents.
 Hongkong, 12th September, 1904. [2157]

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS-POSTE FRANCAIS.
 NOTICE.
 STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DUBOUI, EGYPT, MARSEILLES, MEDERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO.

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 20th September, 1904, at 1 p.m., the Company's Steamship "ERNEST SIMONS," Captain Bourdon, with Mails, passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSITMENT.
 This Steamer connects at COLOMBO with the Austral n line as "Nera," bound for MARSEILLES via BOMBAY and ADEN. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
 Shipping Orders will be granted till Noon only on Monday, the 19th September. Specie and Parcels received until 4 p.m. on the same day. No cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
 For further particulars, apply at the Company's Office.
 G. DE CHAMPEAUX, Agent.
 Hongkong, 8th September, 1904. [2]

AMERICAN ASIATIC STEAMSHIP COMPANY.
 FOR NEW YORK VIA SUEZ CANAL.
 THE Steamship
 "CLAVERBURN,"
 will be despatched for the above port on or about TUESDAY, the 16th October.
 For Freight, apply to
 SHEWAN, TOMES & CO., General Agents.
 Hongkong, 13th September, 1904. [2211]

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL.	NUBIA	Brit. str.	F. N. Tiltard	P. & O. S. N. Co.	24th inst. at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	FORNOSA	Brit. str.	B. H. W. Snow	P. & O. S. N. Co.	About 30th inst.
LONDON, AMSTERDAM & ANTWERP	YEDUS	Brit. str.	Dickens	BUTTERFIELD & SWIRE	27th inst.
LONDON, AMSTERDAM & ANTWERP	PATROCLUS	Brit. str.	Dickens	BUTTERFIELD & SWIRE	11th Oct.
MARSEILLES, &c., VIA PORTS OF CALL.	PINGUET	Brit. str.	Bourdon	MESSAGERIES MARITIMES	25th Oct.
BREMEN, VIA PORTS OF CALL.	E. SIMONS	Frans. str.	Bourdon	MESSAGERIES MARITIMES	20th inst. at 1 p.m.
HAVRE, BREMEN & HAMBURG.	BAYERN	Ger. str.	Luning	HAMBURG-AMERIKA LINIE	28th inst. Noon.
HAVRE & HAMBURG	SCANDIA	Ger. str.	Behrens	HAMBURG-AMERIKA LINIE	3rd Oct.
HAVRE & HAMBURG	SUEVIA	Ger. str.	von Döhren	HAMBURG-AMERIKA LINIE	18th Oct.
HAVRE & HAMBURG	BRISGAVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	1st Nov.
HAVRE & HAMBURG	SLAVONIA	Ger. str.	Madson	HAMBURG-AMERIKA LINIE	15th Nov.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	Fork	HAMBURG-AMERIKA LINIE	29th Nov.
HAVRE, LONDON & ANTWERP	M'ONETHSHIRE	Brit. str.	G. C. Cundy	SHEWAN, TOMES & CO.	23rd inst.
TRIESTE, &c., VIA SINGAPORE, &c.	AUSTRIA	Aus. str.	Colledari	SANDER, WIEBER & CO.	30th inst. p.m.
GENOA, MARSEILLES & LIVERPOOL	DOMENEUS	Brit. str.		BUTTERFIELD & SWIRE	22nd inst.
GENOA, MARSEILLES & LIVERPOOL	ALCINOUS	Brit. str.		BUTTERFIELD & SWIRE	22nd Oct.
NEW YORK VIA SUEZ CANAL	CLAYBURN	Brit. str.		SHEWAN, TOMES & CO.	About 16th Oct.
NEW YORK VIA SUEZ CANAL	HUDSON	Brit. str.		STANDARD OIL CO.	About 15th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	ATHOLL	Brit. str.		DODWELL & CO., LD.	About 16th inst.
VANCOUVER, VIA SHANGHAI, &c.	E. OF JAPAN	Brit. str.	Pybus, R.N.E.	CANADIAN PACIFIC R. CO.	21st inst.
VANCOUVER, VIA SHANGHAI, &c.	ACHESON	Brit. str.		CANADIAN PACIFIC R. CO.	12th Oct.
VICTORIA (B.C.) & TACOMA VIA JAPAN	PLEIADES	Brit. str.	Furtinger	BUTTERFIELD & SWIRE	10th Oct.
VICTORIA (B.C.) & SEATTLE VIA N'SAKI, &c.	DEUCALION	Brit. str.	Schulke	PORTLAND & ASIATIC CO.	3rd Oct.
PORTLAND, OREGON	ARAGONIA	Brit. str.	Schulke	PORTLAND & ASIATIC CO.	To-morrow.
AUSTRALIAN PORTS	EASTERN	Brit. str.	Ellis	GIBB, LIVINGSTON & CO.	17th inst. Noon.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	CHANGSHA	Brit. str.	Moore	BUTTERFIELD & SWIRE	19th inst.
NAGASAKI, KOBE & YOKOHAMA	MANILA	Brit. str.	H.G.H. Lowell	P. & O. S. N. Co.	About 16th inst.
KOBE	BAROTSE	Brit. str.	McD. Howie	NIPPON YUSEN KAISHA	To-morrow, D'light.
KOBE	CHINGTU	Brit. str.	McD. Howie	BUTTERFIELD & SWIRE	To-day.
SHANGHAI, NAGASAKI, HONGKONG & YOKOHAMA	TIENTSIN	Brit. str.	C. D. Goldsmith	P. & O. S. N. Co.	To-morrow, D'light.
SHANGHAI	SACHSEN	Ger. str.	H. Feyen	MELCHERS & CO.	Quick despatch.
SHANGHAI	CHOYSANG	Brit. str.		JARDINE, MATHESON & CO.	To-morrow, 5 p.m.
SHANGHAI, YOKOHAMA & KOBE	WOOSUNG	Brit. str.		BUTTERFIELD & SWIRE	20th inst.
SHANGHAI	TRIESTE	Aus. str.	Macozzi	SANDER, WIEBER & CO.	21st inst. p.m.
SHANGHAI	MALTA	Brit. str.	C. L. Daniel	P. & O. S. N. Co.	About 22nd inst.
NINGPO & SHANGHAI	WHAMPOA	Brit. str.		BUTTERFIELD & SWIRE	22nd inst.
AMOI, STRAITS & RANGOON	PENTAKOVA	Brit. str.	R. H. Coope	JARDINE, MATHESON & CO.	21st inst. 3 p.m.
TAMU, VIA SWATOW & AMOI	M. STRUYE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	15th inst. 10 a.m.
TAMU, VIA SWATOW & AMOI	FRITHJOFF	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	25th inst. 10 a.m.
ANPING, VIA SWATOW & AMOI	PROVIDENCE	Jap. str.	K. Kornelissen	OSAKA SHOSHEN KAISHA	21st inst. 10 a.m.
SWATOW, CHEFOO & TIENTSIN	WOSANG	Brit. str.		JARDINE, MATHESON & CO.	To-day, at 4 p.m.
SWATOW, AMOI & TAMSUI	THALES	Brit. str.	Crowne	DOUGLAS LAPRAIK & CO.	17th inst. 3 p.m.
SWATOW, CHEFOO & TIENTSIN	KANSU	Brit. str.		BUTTERFIELD & SWIRE	23rd inst.
MANILA	YUENSANG	Brit. str.	Wheeler	JARDINE, MATHESON & CO.	To-morrow, 4 p.m.
MANILA	ZATRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	17th inst. 10 a.m.
MANILA	EASTERN	Brit. str.	McArthur	GIBB, LIVINGSTON & CO.	17th inst. Noon.
MANILA	TAMING	Brit. str.		BUTTERFIELD & SWIRE	20th inst.
MANILA	TREMONTE	Brit. str.		DODWELL & CO., LD.	About 20th inst.
MANILA, CEBU & ILOILO	SUNGKIAN	Brit. str.	T. W. Garlick	BUTTERFIELD & SWIRE	23rd inst.
MANILA	RUBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	24th inst. 10 a.m.
SINGAPORE & SOERABAYA	FAUSANG	Brit. str.		JARDINE, MATHESON & CO.	To-day, at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	A. APCAR	Brit. str.	E. Fey	DAVID SASSOON & CO.	To-morrow, 5 p.m.

STEAMSHIP SERVICE TO NEW YORK
 VIA SUEZ CANAL.
 (With liberty to call at Philippine Ports.)

THE Steamship
 "HUDSON,"
 will be despatched on or about the 15th September.
 For Freight or further information, apply to
 STANDARD OIL COMPANY
 OF NEW YORK,
 Oriental Freight Department.
 Hongkong, 28th July, 1904. [1844]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.

THE Steamship

"EASTERN,"
 Captain Ellis, will be despatched for the above ports on SATURDAY, the 17th September, at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 19th August, 1904. [2027]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
 FOR MANILA.
 THE Steamship
 "EASTERN,"
 Captain McArthur, will be despatched as above on SATURDAY, the 17th September, at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 27th August, 1904. [2099]

"SHIRE" LINE STEAMSHIP CO.
 FOR HAVRE, LONDON AND ANTWERP.
 THE Company's Steamship
 "MERIONETHSHIRE,"
 Captain G. C. Cundy, will be despatched for the above ports on FRIDAY, the 23rd inst.
 This steamer has superior accommodation for Saloon passengers.
 For Freight or Passage, apply to
 SHEWAN, TOMES & CO., Agents.
 Hongkong, 11th August, 1904. [1928]

HONGKONG-MACAO LINE.
 S.S. "WING CHAI,"
 Captain Samuel Bell Smith.
 DEPARTURES from Hongkong, on week days, at 7.30 a.m.; on Excursion Sundays, at 8.30 a.m.; from Macao week days at about 2 p.m. and Sundays about 7.30 p.m.
 FARE—(week days) 1st Class (including cabin and servants), \$3. Return Ticket \$5.
 2nd Class \$1. 3rd Class 50 cents.
 On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.
 Wharf at the Western end of Wing Lok Street.
 The Steamer runs an Excursion Trip Every Sunday, and takes only 34 hours to reach Macao.
 SHEWAN, TOMES & CO.,
 2nd Floor, 16, Victoria Street.
 Hongkong 8th September, 1903.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
 VICTORIA B.C. AND TACOMA
 VIA
 MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
PLEIADES	3,753	Furtinger	Monday, September 19th
SHAWMUT	9,006	W. M. Smith	Saturday, September 24th
TREMONTE	9,006	T. W. Garlick	Friday, October 7th
LYRA	4,417	G. V. Williams	Thursday, October 20th

† Cargo only.

FOR MANILA.
 The largest, steadiest, and most comfortable steamers for Manila.
 S.S. TREMONTE, 9,006 tons, T. W. Garlick, About 20th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CULINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.
 The twin-screw s.s. "SHAWMUT" and "TREMONTE" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
 For further information apply to—

QUEEN'S BUILDINGS, Hongkong, 15th September, 1904.

DODWELL & CO., LIMITED, GENERAL AGENTS.

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN
 HONGKONG, SOUTH CHINA COAST PORTS
 AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
 SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI, VIA SWATOW AND AMOY	"M. STRUYE" T. BRANDT	SUNDAY, 18th Sept., at 10 A.M.
ANPING, VIA SWATOW AND AMOY	"PROVIDENCE" K. KORNELIEN	WEDNESDAY, 21st Sept., at 10 A.M.
TAMSUI, VIA SWATOW AND AMOY	"FRITHJOF" H. A. HARALDSEN	SUNDAY, 25th Sept., at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Voeux Road Central.
 Hongkong, 13th September, 1904.
 T. ARIMA, Manager [15]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila.	Sat., 17th Sept., 10 a.m.
RUBI	2540	R. W. Almond	Manila.	Sat., 24th Sept., 10 a.m.

For Freight or Passage apply to
 SHEWAN, TOMES & CO., GENERAL MANAGERS.
 Hongkong, 5th September, 1904. [116]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
KOBE	TIENTSIN	Daylight, 16th September	Freight only.
YOKOHAMA, via SHANGHAI, HAI, MOJI and KOBE (Passing through the Inland Sea)	MANILA, C. D. Goldsmith, R.N.E. H.G.H. Lowell, R.N.E.	About 16th September	Freight only.
SHANGHAI	MALTA, C. L. Daniel	About 22nd September	Freight and Passage.
LONDON, &c.	NUBIA, P. N. Tiltard	Noon, 24th September	See Special Advertisement.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	FORMOSA, B. H. W. Snow	About 30th September	Freight and Passage.

For further Particulars, apply to
 E. A. HEWETT, Superintendent.
 Hongkong, 15th September, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
 STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION
 STEAMERS. SAILING DATES.
 1904

PRINZ HEINRICH	WEDNESDAY	28th September
BAYERN	WEDNESDAY	12th October
SACHSEN	WEDNESDAY	26th October
ZIETEN	WEDNESDAY	9th November
PRINZESS ALICE	WEDNESDAY	23rd November
PRINZ REGENT LUITPOLD	WEDNESDAY	7th December
PRINZ EITEL FRIEDRICH	WEDNESDAY	21st December
PRINZ HEINRICH	WEDNESDAY	4th January 1905

ON WEDNESDAY, the 28th day of SEPTEMBER, 1904, at NOON, the Steamship "BAYERN," with MAELS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
 Shipping Orders will be granted till NOON, on MONDAY, the 26th September. Cargo and Specie will be received on Board until 5 p.m., on TUESDAY, the 27th September, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 27th September.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
 The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
 For further Particulars, apply to
 MELCHERS & CO., AGENTS.
 Hongkong, 18th August, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
 OPERATING IN CONNECTION WITH THE
 OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL ON
"ARAGONIA"	5,176	Schuldt	September 16th, 1904.
"NUMANTIA"	4,370		October 10th, 1904.
"NICOMEDIA"	4,370	Wagner	October 27th, 1904.
"ARABIA"	4,483	Bahle	November 19th, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
 ALLAN CAMERON, GENERAL AGENT.
 Hongkong, 25th August, 1904. [14]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 21st Sept.
 R.M.S. "ATHENIAN" 3,382 Tons. WEDNESDAY, 12th Oct.
 R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 19th Oct.
 R.M.S. "TAITAR" 4,425 Tons. WEDNESDAY, 2nd Nov.
 R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 16th Nov.
 Hongkong to London, 1st Class via St. Lawrence 200 \$42.
 Intermediate or Steamer, \$20.
 and 1st Class Rail \$42.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
 D. W. CRADDOCK, Acting General Agent.
 9, Des Voeux Road.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,
AND HAWAIIAN PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	"ACHILLES"	On 24th Sept-ber.
GLASGOW AND LIVERPOOL	"DEUCALION"	On 1st October.
GLASGOW AND LIVERPOOL	"CLYDESS"	On 8th October.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 22nd September.
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 27th September.
LONDON, AMSTERDAM and ANTWERP	"PATROCLOS"	On 11th October.
GENOA, MARSEILLES and LIVERPOOL	"ALCINOUS"	On 22nd October.
LONDON, AMSTERDAM and ANTWERP	"PINGSUET"	On 25th October.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"DEUCALION"	On 3rd October.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th August, 1904. [10-11]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
KOBE, DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGYU"	On 15th September.
MANILA, SHANGHAI NINGPO and SHANGHAI	"CHANGSHA"	On 19th September.
MANILA, CEBU and ILOILO	"TAMING"	On 20th September.
SWATOW, CHEFOO and TIENSIN	"WOOSUNG"	On 20th September.
	"WHAMPOA"	On 22nd September.
	"SUNGKIANG"	On 23rd September.
	"KANSU"	On 26th September.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvalued Table. A daily qualified
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 15th September, 1904. [12]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SINGAPORE and SOERABAYA	"FAUSANG"	Thurs. 15th Sept. 3 P.M.
SWATOW, CHEFOO & TIENSIN	"WOSANG"	Thurs. 15th Sept. 4 P.M.
MANILA	"YUENSANG"	Friday, 16th Sept. 4 P.M.
SHANGHAI	"CHOYSANG"	Friday, 16th Sept. 5 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

Hongkong, 15th September, 1904. [19-20]

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHIN-WAN-TAO OR CHEFOO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks—

STEAMERS	Captain
S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain M. Robertson.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "TWEEDDALE"	Captain T. M. Milne.
S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INKUM"	Captain E. S. Pearce.

For Freight, apply to
GIBB, LIVINGSTON & CO.,
AGENTS.

Hongkong, 6th September, 1904. [20-21]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL
PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	TO SAIL
"ATHOLL"	About 16th Sept.
"SAGAMI"	30th Sept.
"HINDUSTAN"	8th Oct.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 9th August, 1904. [1877]

AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

STEAM FOR
PIUMES AND TRIESTE (DIRECT)

Calling at SINGAPORE, PENANG,
CALCUTTA, COLOMBO, ADEN,
SUZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS,
to SOUTH AFRICA, RED SEA, BLACK SEA,
LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"AUSTRIA"

Captain Colletani, will be despatched as above
on FRIDAY, the 30th inst., P.M.

For information as to Passage and Freight,
apply to
SANDER, WIELER & CO.,
Agents.

Princes Buildings,
Hongkong, 3rd September, 1904. [13]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"NURIA"

Captain F. N. Tihard, carrying His Majesty's
Mail, will be despatched from this berth on
SATURDAY, the 24th SEPTEMBER, at
NOON, taking passengers and cargo for the
about ports in connection with the Company's
s.s. "Himalaya," 6,888 tons, from Colombo.
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuable, all cargo for France, and
Tea for London (under arrangement), will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London;
other cargo for London, &c., will be conveyed
from Bombay by the R.M.S. "Persia," due in
London on the 6th November.

Parcels will be received at this Office until
4 p.m. the day before sailing. The contents
and value of all packages are required.

For further particulars, apply to
E. A. HEWITT,
Superintendent.

Hongkong, 16th September, 1904. [1]

NATAL LINE OF STEAMERS.

THE Undermentioned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS OF
LADING for all the principal ports in
South Africa, in connection with INDO-
CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply
to
DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 14th August, 1904.

HONGKONG-CANTON LINE.

THE British steamship

"YING KING,"

Captain E. J. Page, of 1,088 tons, Registered, is
the newest, fastest, and most luxuriously furnished
steamer on the line and is lighted throughout
with electricity; hot and cold water service.
The cuisine is unexcelled.

Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.

1st Class ... \$3.00 for Single Journey
2nd ... 1.50
Meals ... 1.00 each.

The steamer's berth is at the Western end
of Wing Lok Street.

YUK ON S.S. CO., LD.
No. 216, Wing Lok Street.

Hongkong, 27th February, 1904. [7]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"

951 Tons, Captain J. McGinty, will leave for
Canton at 9 P.M. on SUNDAYS, TUES-
DAYS and THURSDAYS and return to
Hongkong on the following days, leaving Canton
at 5 P.M. Excellent accommodation, electric
light, and perfect cuisine. Wharf at Hongkong
near Harbour Office.

First-class Fare, \$3 each way. Second-
class, \$1.50 each way. Meals, \$1 each.

Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD.
No. 147, Connaught Road Central.

Hongkong, 15th March, 1904. [2]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BENGAL,"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This Vessel brings on Cargo—
From London, &c., as s.s. India.
From Australia, &c., as s.s. China.
From Calcutta, &c., as s.s. Palawan.
From Persian Gulf, &c., as s.s. B. I. S. N.
and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
NOON, TO-DAY, the 9th inst.

Goods not cleared by the 15th inst., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Go-
dows for examination by the Consignee's and
the Company's representatives at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, 9th September, 1904. [1]

FROM HAMBURG, BREMEN, ROTTER- DAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SUEVIA,"

Captain von Dohren, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before NOON,
TO-DAY, the 12th inst.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
and stored at Consignee's risk and expense.
No Claims will be admitted after the Goods have
left the Godowns, and all Goods remaining
undelivered after the 15th inst., will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 12th September, 1904. [20-27]

NOTICES TO CONSIGNEES

PORTLAND AND ASIATIC STEAM-
SHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "ARAGONIA,"

FROM PORTLAND (OR.), YOKOHAMA,
KOBE, AND MOJI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-signa-
ture, and to take immediate delivery of their
Goods from alongside.

This steamer also brings the Hongkong
Cargo ex the "Arabia."

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignee's risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

ALLAN CAMERON,
General Agent.

Hongkong, 9th September, 1904. [14]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBROUGH, ANTWERP,
LONDON AND STRAITS.

THE Steamship

"GLENLOCHY,"

having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Limited, at Kowloon, where
each consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

Goods not cleared by the 15th inst., will be
subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the steamer's arrival, after which
no claims will be recognised.

McGREGOR BROS. & GOW,
Hongkong, 8th September, 1904. [21-22]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Cargo for Hongkong ex s.s. "PRINZ
HEINRICH," which steamer struck a
rock near Point de Galles has been forwarded
from Singapore by the s.s. "SACHSEN," due
here on or about Thursday, the 15th instant,
a.m. Consignees are requested to sign an
Average Bond, and Bills of Lading will only be
countersigned after a deposit of 5 per cent. of
the value of the cargo has been made at our
Office.

**NORDEUTSCHER LLOYD,
MELCHERS & CO.,**
Agents.

Hongkong, 12th September, 1904. [15]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"GREGORY APCAR,"

having arrived from the above ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once, at Consignee's risk and expense.

Cargo remaining on board after 4 P.M., of the
15th instant, will be landed at Consignee's
risk and expense into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited.

Consignees of Cargo from SINGAPORE
and PENANG are requested to take IM-
MEDIATE delivery of their Goods from
alongside, such Cargo impeding the discharge
of the Vessel will be landed and stored at
Consignee's risk and expense.

Bills of Lading will be countersigned by the
Undersigned.

No Fire Insurance has been effected.

DAVID SASSOON & CO., LD.,
Agents.

Hongkong, 12th September, 1904. [22-23]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ANT-
WERP, LONDON AND PORTS.

THE Bucknall Line Steamship

"BAROTSE,"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their
Goods are being landed and placed at their risk
in the Hongkong and Kowloon Wharf and
Godown Company's Godown at Kowloon, where
each consignment will be sorted out mark by
mark and delivery can be obtained as soon as
the Goods are landed.

Optional Goods will be carried on unless in-
structions are given to the contrary before 4
P.M., TO-DAY, the 13th inst.

Goods not cleared before the 20th inst., will
be subject to rent.

All ship-damaged packages must be left in
the Godowns and notice of same sent to this
Office before the 23rd inst., or claims in con-
nection therewith will not be recognised.

No Fire Insurance will be effected.

NIPPON YUSEN KAISHA,
Agents.

Hongkong, 13th September, 1904. [22-22]

FOR NERVOUS EXHAUSTION

CHAPOTEAUT'S

Phospho
Glycerate
of Lime

For Nervous Troubles
in Adults and Children.

Increases vital energy and nerve force.
Full instructions with each bottle.

CHAPOTEAUT—PARIS, FRANCE
1265-4

286-5

SHIPPING

SHIPPING IN PORT.

STEAMERS.

ARAGONIA, German str., 3,324, B. Schuldt, 9th

Sept.—Portland (Oregon) 11st July.

General.—Portland & Asiatic Co.

ARATON APCAR, British str., 2,931, E. Fay,

5th Sept.—Calcutta 20th August.

General.—D. Sassoon & Co.

ATAKA, British str., 2,392, J. Park, 18th Aug.,

—New York, 25th June, Petroleum.

Standard Oil Co.

BAROTSE, British str., 2,619, A. Lee, 13th

Sept.—Singapore 6th Sept., General.

—Nippon Yusen Kaisha.

BERGIAN KING, British str., 2,153, J. Hayton,

9th Sept.—Moji 3rd September, Coals.

—Bradley & Co.

BREID, Norwegian str., 945, J. Falkman, 24th

Aug.—Saigon 23rd August, Rice and

Flour.—Chinese.

CHINA, American str., 5,180, D. E. Priolo, 3rd

Sept.—San Francisco 6th Aug., and

Shanghai 31st. Mails and General.

P. M. S. S. Co.

CHINAT, British str., 1,459, J. Mc D., Howie,

14th Sept.—Sydney 13th Aug.

General.—Butterfield & Swire.

CHOWA, German str., 1,955, T. Spiesen, 10th

